

**GOAL:** Section 163.3245, Florida Statutes "supports innovative and flexible planning and development strategies" through the Sector Plan process as a tool to encourage long-term planning for conservation, development and agriculture on a landscape scale and to facilitate protection of regionally significant resources while avoiding duplication of state and regional review. The goals of the County in relation to the sector plan are to: emphasize urban form, protect regionally significant resources and facilities, mitigate impacts to these resources and facilities, ensure intergovernmental coordination, address extra-jurisdictional impacts, limit urban sprawl, protect wildlife and natural systems, advance the efficient use of land and other resources, and create quality communities and jobs.

**Vision:** The Bay-Walton Sector Plan will protect ecological systems and provide connectivity to West Bay and Choctawhatchee Bay. These ecological systems will link wildlife habitat and environmental resources through interconnected corridors.

The Plan will promote development that fosters a sense of place by focusing on a "village" approach to nurture healthy social conditions. Additionally, it will garner places for economic advancement. Economic opportunities will consist of regional employment opportunities and commercial centers connected to residential villages.

Each Detailed Specific Area Plan will include development standards that protect environmental resources, promote community and assure human and ecological connectivity, create employment opportunity and promote a more compact urban form.

## GENERAL STRATEGY

The general strategy for this element involves the following concepts and activities.

- Preserve the ecosystem by protecting resources in the Bay-Walton Sector Plan.
- Continuous update of an accurate and reliable Long Term Master Plan identified as the Bay-Walton Sector Plan, depicting long-term conservation/preservation areas, open space, general land uses planned for urban development and transportation systems.
- Work with the Bay County School Board to coordinate location of future needed educational facilities.
- Provide guidelines for planned unit or mixed use development projects.
- Encourage a wide-range of housing types for different ages with an age-restricted component.
- Promote economic development.
- Provide adequate public recreation and open space for area residents.
- Plan and provide for the public facilities (transportation, water and sewer) that will be needed to serve the Bay-Walton Sector Plan.

**Objective 12.1:** Provide a long-range vision for the preservation and development of eastern Walton County and western Bay County to direct growth, development and resource protection within the Bay-Walton Sector Plan boundary.

**Policy 12.1.1:** The Bay-Walton Sector Plan Long Term Master Plan found on Map 12.1 shall be adopted by the Bay County Board of County Commissioners as the Long Term Master Plan as required in Section 163.3245(3)(a), F.S.. The Long Term Master Plan shall be adopted as part of the Bay County Future Land Use Map establishing the approved land uses for the Bay-Walton Sector Plan boundary and shall be used to direct growth, development and protect environmentally sensitive and ecological areas within the adopted Bay-Walton Sector Plan boundary. Map 12.1 is the entire Bay-Walton Sector Plan boundary and includes the lands in both Bay County and Walton County. Map 12.2 reflects only the Bay County lands over where Bay County has land use authority.

A. Bay County recognizes that much of the land in the Bay-Walton Sector Plan is covered in a Regional General Permit and Ecosystem Management Agreement with specific requirements for environmental standards. Those requirements are acceptable to the County but do not preclude the County from requiring other specific requirements through low impact development standards and other similar environmentally sensitive design regulations. In cases where the County proposed standards conflict directly with the standards from an RGP/EMA agreement, the County will work with the applicant to resolve the conflict in a manner that results in equal or greater environmental protection.

**Policy 12.1.2:** The Bay-Walton Sector Plan is designed as a mixed use community which will provide the following:

- A. Large-scale planning providing a long-term vision for western Bay County and eastern Walton County.
- B. The mix of land uses needed to support residents of diverse ages, incomes, and family sizes including:
  - 1. An age-restricted component that will serve the daily needs of retirees with amenities, recreation, shopping and medical needs.
  - 2. An economic development component linking the commerce generated from the Northwest Florida Beaches International Airport and the tourism generated from the beaches.
  - 3. A market rate component providing for the land use needs of families living in western Bay County and eastern Walton County and working in the jobs generated through the airport, tourism and age-restricted communities.
  - 4. Providing a range of housing types and densities.
  - 5. Providing sufficient land to accommodate the anticipated growth generated in western Bay County and eastern Walton County.
  - 6. Directing urban development into suitable locations.
  - 7. Providing the efficient delivery of public facilities and services and requiring connection to central water and sewer systems.

8. Coordinating with local governments to provide the community facilities needed to serve the Bay-Walton Sector Plan area including schools, fire, EMS, and other governmental facilities.
  9. Developing a compact urban area in the following Land Use Categories as identified in Map 12.1 and described in Table 12A:
    - a. Regional Employment Center
    - b. Business Center
    - c. West Bay Center
    - d. Town Center
    - e. Village Center
- C. Preservation of significant regional environmental features and functions and provides connections to the environmental features both within the Bay-Walton Sector Plan boundary and directly adjacent to the Bay-Walton Sector Plan boundary including:
1. Preserving significant regional environmental resources in both the West Bay Preservation Area and Long-Term Conservation Areas.
  2. Providing proper safeguards for the co-existence of urban development, agriculture/timberlands, the West Bay Preservation Area and Long-Term Conservation Areas and delineating these areas on the Long Term Master Plan.
  3. Requiring golf courses, if built, to be designed to meet the Best Management Practices for Enhancement of Environmental Quality on Florida Golf Courses (FDEP 2009) or other equivalently protective best management practices proposed by the applicant and acceptable to Bay County to reduce off-site environmental impacts and reduce water usage.
  4. Providing well designed communities that are urban, compact, connected, pedestrian friendly and integrated with a mixture of land uses including:
    - a. Establishing low impact development design guidelines for the urban area. Low impact development guidelines will be applied at the time of DSAP review based on the proposed land uses, density and intensities, and the physical characteristic of the area.
    - b. Recreational facilities and sites to, at a minimum, meet Bay County Level of Service (LOS) standards.
    - c. Compliance with the design standards for each of the proposed urban forms with a mixture of uses to create self-sufficient, walkable communities.
    - d. Design landscaping in accordance with the principles of the Florida-Friendly Landscaping Program or other equivalently protective best management practices acceptable to Bay County to minimize fertilization, nutrient pollution, and irrigation demands.
- D. Providing an enhanced transportation network in western Bay County and eastern Walton County including:
1. Increased transportation internal capture and reduced external traffic.
  2. Key connectors to improve the road network between western Bay County and eastern Walton County and connecting the beaches to the airport commerce.

3. An interconnected street system with multi-use paths connecting residential villages with areas for commerce and employment.
4. Support for multi-modal transportation options especially bike, pedestrian and golf carts to minimize use of automobile.
- E. Demonstration of fiscal neutrality; ensuring all public services and infrastructure are available concurrent with the impacts of development and that the costs to provide these services and infrastructure are paid for by new growth.
- F. Ensure adequate public and community facility sites for schools, fire, EMS, library, and other governmental activities are provided at the time of each DSAP approval and that the costs are paid for by new growth.

**Policy 12.1.3:** Development Location Criteria – The urban area as identified in Section 163.3245(3)(a)1., F.S. is the combination of all of the Land Use Categories as designated on Map 12.1 and 12.2 except for the Low Impact Residential, Agriculture/Timberland, Recreation/Open Space, West Bay Preservation Area and Long Term Conservation Area. These Land Use Categories have been determined to be the most appropriate for urban development. This determination is based upon the following criteria:

- A. The site environmental analysis, which is based upon the methodology used in the Regional General Permit and Ecosystem Management Agreement issued within the Bay-Walton Sector Plan and includes identification of the areas with the highest environmental quality for long-term preservation.
- B. Required connection to central water and sewer service.
- C. Incorporating areas where urban development has already been approved or planned.
- D. Each DSAP shall be based on a land use suitability analysis reflecting multiple data including soils, floodplains, wetlands, storm surge, coastal high hazard areas, topography, and other environmental resources.

**Policy 12.1.4:** Allowable land uses within the Bay-Walton Sector Plan are one of the following:

- A. Uses Not Requiring Detailed Specific Area Plan (DSAP) Approval - Land uses permitted without DSAP approval are the following: agricultural, silvicultural, passive recreation, greenways, trails, hunting leases, and linear facilities for potable water, sanitary sewer, electric, communication and gas utilities that are exempt from the definition of “development” in section 380.04, Florida Statutes, or subject to a siting act that supersedes local jurisdiction. Land Uses Requiring DSAP Approval – Those identified in Table 12A and designated on Maps 12.1 and 12.2.
- B. Approvals within the Bay-Walton Sector Plan – The following major land use approvals have been received within the Bay-Walton Sector Plan boundary:
  1. West Bay West Center Phase 1 PUD, West Bay Business Center Phase 1 PUD, and West Bay Business Center Phase 2 PUD. These PUDs have been approved by Bay County and infrastructure constructed.
  2. Watersound North DRI. The Walton County Commission has approved the WaterSound North DRI.

- C. Airport/Industrial – All of the property within the Airport/Industrial category has been approved by Bay County through the Airport DSAP. The only provisions that apply to this District in Chapter 12 are found in Chapter 12A and requirements for Airport/Industrial in Table 12A.

**Policy 12.1.5:** Silviculture activities may continue in all land use categories provided all state promulgated Best Management Practices are followed until such time that a development order or final plat is issued. At that time, such activities within the land area of the development order or final plat shall cease. Conservation Units, as defined in Regional General Permits and Ecosystem Management Agreements issued by federal and state agencies will be harvested and managed in accordance with the “Principles for Forest and Wildlife Management of Conservation Units.”

**Policy 12.1.6:** Table 12A establishes the maximum and minimum density and intensity standards for the Bay-Walton Sector Plan as required by Section 163.3245(3)(a)1, F.S..

**Policy 12.1.7:** In addition to the uses identified in Table 12A, each district (except West Bay Preservation Area and Long-Term Conservation Area) is permitted civic and recreation centers and similar uses.

**Policy 12.1.8:** Maximum land uses. The following table represents the total maximum land use densities and intensities for the Bay-Walton Sector Plan.

**TABLE 12: Land Use Assumptions for Bay-Walton Sector Plan**

Land Use	Bay County
Residential	145,494 Dwellings
Retail/Commercial	4,530,000 SF
Industrial	6,000,000 SF
Office/Light Industrial/ Manufacturing	11,240,000 SF
Hospital	1,350 Beds
Hotel	2,780 Rooms
Golf Course	342 Holes

**Policy 12.1.9:** Due to the size of the Bay-Walton Sector Plan, the Long Term Master Plan will be implemented through multiple DSAPs. Detailed Specific Area Plans (DSAPs) implement the Long Term Master Plan. DSAPs must be approved by the Board of County Commissioners and will not require a comprehensive plan amendment pursuant to Section 163.3245(3)(b), F.S. Zoning approval may occur in conjunction with a DSAP. Each DSAP must be consistent with the Bay-Walton Long Term Master Plan (Map 12.1), the Future DSAP Phasing Map, the Conceptual Primary Roadway Network (Map 12.3), the Bay-Walton Sector Plan Policies, and Section 163.3245, F.S. The Future DSAP Phasing Map is not intended to be adopted into the Bay County Comprehensive

Plan and may be adjusted from time to time by the applicant subject to approval by Bay County.

- A. Each DSAP must meet the requirements in Section 163.3245, F.S. and shall include the following:
  1. A boundary map clearly identifying the area to be covered and its relationship to the Long Term Master Plan.
  2. Identification and analysis of the proposed urban forms (Regional Employment Center, Business Center, West Bay Center, Town Center, Village Center, and Low Impact Residential) and land uses including their proposed location in the DSAP. Each land use shall be specifically identified as to the location, maximum amounts, densities, intensities, and each DSAP shall contain a projected schedule for build out.
  3. Identification of regional and non-regional public facilities, services, and infrastructure and anticipated impacts on them caused by the DSAP.
  4. An updated public facilities analysis, including a 5-year capital improvement schedule, based upon the proposed land use densities and intensities proposed in the DSAP and the adopted Level of Service standards within Chapter 11 of the Bay County Comprehensive Plan. Each DSAP must ensure that long-term impacts to public facilities within the Bay-Walton Sector Plan and regionally significant facilities within Bay County meet the adopted Level of Service standards for the Bay-Walton Sector Plan using the strategies provided for in Chapter 163 and the Bay County Comprehensive Plan.
  5. A natural resources map for the DSAP boundary and data and analysis demonstrating the suitability of the land for the proposed land uses. Identify the lands within the DSAP designated as the West Bay Preservation Area and Long-Term Conservation Areas and include these in a conservation easement at the time of DSAP approval.
  6. A detailed analysis with identification of specific measures to protect the regionally and sub-regionally significant natural resources and jurisdictional wetland areas both within and adjacent to the proposed DSAP. Natural resources located within the DSAP boundary as identified on the required natural resources map will be protected consistent with Chapter 12 of the Bay County Comprehensive Plan including Objectives 12.7 – 12.11 and supporting policies.
  7. Principles and guidelines that address the urban form proposed by the DSAP and its inter-relationship with other components/future DSAPs needed to implement the full Long Term Master Plan.
  8. An updated transportation analysis that incorporates the best available data and analysis, including traffic data, land use data, updated travel
  9. The areas north of the ICW and west of SR 79 shall not receive DSAP approval until a Regional General Permit and Ecosystem Management Agreement is approved by the state and federal environmental agencies for the area. In the event there is no state and federal process for such Regional General Permit or Ecosystem Management Agreement then only after another similar watershed based

environmental plan that is acceptable to Bay County is completed, and FDOT has approved the design and location of the West Bay Parkway or coordination with FDOT has occurred. Notwithstanding this provision, Bay County shall have the authority to allow limited exceptions to this provision for essential public services and facilities, provided any necessary environmental authorizations are obtained from federal and state agencies.

10. The area north of West Bay and west of SR 77 shall not receive DSAP approval until the pending Regional General Permit and Ecosystem Management Agreement is executed by The St. Joe Company. In the event there is no state and federal process for such Regional General Permit or Ecosystem Management Agreement then only after another similar watershed based environmental plan that is acceptable to Bay County is completed. Notwithstanding this provision demand models, current committed and planned roadway improvements, and improvement cost estimates. Prior to the preparation of such analyses, the traffic methodology will be coordinated with both Bay County and the FDOT to ensure that each agency's review needs are adequately addressed.
11. The need for an accommodation of various multi-modal travel opportunities that accommodates modal choice opportunities within and between DSAPs within the Bay-Walton Sector Plan including bicycle and pedestrian facilities and public transportation services if available.
12. The DSAP effective date will coincide with the long-term preservation of lands designated as West Bay Preservation Area or Long-Term Conservation Area within the boundary of the DSAP.
13. DSAPs will be subject to a Future DSAP Phasing Map to ensure the efficient provision of public facilities and services. A map showing future DSAPs with a phasing schedule shall be included in the data and analysis to be updated with each annual report and at the time of each evaluation and appraisal report. The Future DSAP Phasing Map is not intended to be adopted into the Bay County Comprehensive Plan and may be adjusted from time to time by the applicant subject to approval by Bay County.
14. Bay County shall have the authority to allow limited exceptions to this provision for essential public services and facilities, provided any necessary environmental authorizations are obtained from federal and state agencies.
15. Each DSAP shall be heard at two advertised public hearings. The first before the Planning Commission, which shall make a recommendation to the Board of County Commissioners for a final determination.

**Policy 12.1.10:** Each DSAP must follow the required development forms for each Land Use Category, i.e. Regional Employment Center, Business Center, West Bay Center, Town Center, Village Center, and Low Impact Residential, and must be rezoned and receive Planned Unit Development (PUD) approval that integrates development, open space, Agriculture/Timberland, the West Bay

Preservation Area and Long-Term Conservation Area acreage (where applicable) prior to development. In addition to the requirements in the Bay County Land Development Regulation, each DSAP application shall include:

- A. An Infrastructure Analysis which demonstrates that the costs of any additional local government services and infrastructure required for the Bay-Walton Sector Plan are adequately funded. The analysis will also demonstrate that the impacts to schools based on the Bay County level of service standards in Table 13.1 are properly mitigated by the development under such policy.
- B. An Exhibit indicating the location of all uses within the DSAP including the West Bay Preservation Area and Long-Term Conservation Area acreage (where applicable). Map 12.1 identifies the West Bay Preservation Area and Long-Term Conservation Area. As required in Policy 12.7.3 conservation easements will be placed on all property designated as West Bay Preservation Area and Long-Term Conservation Area included in the DSAP boundary at the time of DSAP approval.

**Policy 12.1.11:** Each DSAP shall conform to the Long Term Master Plan and demonstrate all of the following:

- A. That the development is consistent with Chapter 12 of the Bay County Comprehensive Plan and Section 163.3245, F.S..
- B. That the proposed development meets the adopted level of service standards for the Bay-Walton Sector Plan as identified in Policy 12.1.14.
- C. That the required on-site and off-site public facilities, services and infrastructure will be available to serve each development phase as it is constructed.
- D. That the location and configuration of the proposed West Bay Preservation Area, Long-Term Conservation Areas and Agriculture/Timberland provides wildlife connectivity needed for these areas.

**Policy 12.1.12:** Bay County shall adopt amendments to the Land Development Regulations to establish procedures governing the DSAP approval process, and establish specific development requirements for the Bay-Walton Sector Plan DSAPs. These specific development requirements shall include the following provisions:

- A. General baseline regulations including physical design, development approval processing for the development forms (Regional Employment Center, Business Center, West Bay Center, Town Center, Village Center and Low Impact Residential).
- B. The general design guidelines will promote low impact development and address street design, street trees, Florida-friendly landscaping or other equivalently protective best management practices acceptable to Bay County, access and circulation, parking, lot development standards, parks and internal recreational and open space requirements, and golf course design and maintenance. Measures will also be included to minimize stormwater volume and pollutant loading, address water conservation and non-potable water usage and other resource conservation measures.
- C. Individual DSAPs may address other design requirements.



- D. Development within each DSAP shall be subject to the PUD process set forth in Chapter 16 of the Land Development Regulations.
- E. Chapter 16 of the Land Development Regulations shall be amended to include zoning categories for all Land Use Categories.

**Policy 12.1.13:** Each DSAP will include a description of the land uses, densities and intensities and maximum development amounts permitted for the DSAP and a comparison of those development amounts with the Land Use Categories in Table 12A and the cumulative development amounts approved and built within the Bay-Walton Sector Plan at the time of DSAP application.

**Policy 12.1.14:** The Bay-Walton Sector Plan will be developed in accordance with the level of service standards adopted in the Bay County Comprehensive Plan and Land Development Regulations. The level of service standards for schools, potable water and sanitary sewer may be lowered for age-restricted units by the Board for a DSAP based on professionally accepted engineering and planning practices to reflect a lower demand for age-restricted units.

### **Land Use**

**Objective 12.2:** To achieve diversity of land uses by providing a mixture of residential, retail and other urban uses while setting aside lands for conservation and preservation to create a well-planned mixed-use community.

**Policy 12.2.1:** Create planned mixed-use communities that focus on creating a sense of place and community by design.

**Policy 12.2.2:** Develop a hierarchy of appropriately-sized functional districts into centers, communities and neighborhoods. Centers (such as Town Center, West Bay Center and Village Center) will be planned as identified on Map 12.1 at major intersections and the focal point for employment, entertainment and commerce with residential integrated into the district. The density and intensity of Land Use Categories will match the purpose of the district with highest density/intensity planned for the Town Center and West Bay Center and neighborhood scale density/intensity planned for the Village Centers.

**Policy 12.2.3:** Provide within the Bay-Walton Sector Plan a variety of housing by type, value and location to serve the housing needs for the Bay-Walton Sector Plan. Provide a range of housing locations from rural and low density to urban with smaller lots and multi-family. Housing may also be provided in West Bay Center, Village Centers and Town Centers over non-residential uses if appropriate. Also provide a range of housing values ranging from affordable/workforce housing to age-restricted or age-targeted housing for senior living to market rate or family housing. Within Land Use Categories the highest density housing will be located in the planned centers (Town Center, West Bay Center and Village Centers) with housing in the Village Center compatible with the neighborhood scale design requirements.

**Policy 12.2.4:** Each DSAP must demonstrate that sufficient commercial and retail land uses are planned to support sustainable well planned communities for surrounding neighborhoods, and shall be in the form of complete, integrated communities. Sufficient commercial and retail may be in an adjacent DSAP if in close proximity to proposed DSAP, as determined by Bay County.

**Policy 12.2.5:** Each DSAP will further describe and detail mixes of proposed land uses, restrictions on proposed uses, management of development activities and general mitigation of impacts, and obligations for facilities required within each subsequent development component of the planning area. Within each DSAP with residential land uses, a range of types of units may be considered so long as a 15 unit per acre gross density is not exceeded overall.

**Policy 12.2.6:** The net residential density within the Coastal High Hazard Area of the Bay-Walton Sector Plan or any DSAP boundary shall not increase from that currently allowed under the existing future land use designation.

**Policy 12.2.7:** Multi-family residential development should be located within walking radius to planned centers or another distance proposed by the applicant based on site specific characteristics that are acceptable to Bay County. (Town Center, West Bay Center and Village Center.)

**Policy 12.2.8:** Creative development techniques, including those collectively known as low impact development, shall be incorporated, including village and cluster designs, which preserve the natural characteristics of the land.

**Policy 12.2.9:** Land uses adjacent to the Airport DSAP shall allow uses and activities consistent with and compatible to airport related activities.

**Policy 12.2.10:** Land uses and activities which support airport activities shall be located proximate to the Airport DSAP to ensure compatibility and adequate services.

**Policy 12.2.11:** All golf courses within the Bay-Walton Sector Plan shall be designed, constructed, and managed in accordance with principles for sustainable resource management by following the guidelines in Best Management Practices for Enhancement of Environmental Quality on Florida Golf Courses, (DEP 2009), or other equivalently protective best management practices acceptable to Bay County. The Management Plan for the golf course shall be consistent with Appendix D and shall be submitted to Bay County for review and approval and any other agencies as required by the Bay County Land Development Regulations and shall include an assessment of and plans for:

- A. Wildlife conservation and habitat enhancement
- B. Waste reduction and management
- C. Energy efficiency
- D. Water conservation
- E. Water quality management and monitoring
- F. Integrated pest management

Golf courses, if built, shall be designed to meet the requirements of a certification program that would be determined at time of DSAP approval. The program would utilize best management practices, minimize impacts and implement water conservation measures.

**Policy 12.2.12:** The Bay-Walton Sector Plan will utilize the following strategies that will result in a more energy efficient development and a reduction in greenhouse gas emissions as compared to traditional development:

- A. Require a compact urban development pattern with a mixture of land uses to reduce automobile trip lengths and vehicle miles traveled.
- B. Connect centers to neighborhoods with multi-use paths to encourage alternatives to the automobile including golf carts, bicycling and walking.
- C. Utilize water conservation strategies to reduce the amount of potable water required to serve the Bay-Walton Sector Plan.
- D. Encourage use of the latest appliances and building materials which are more energy efficient and require less water usage.
- E. Require low impact development to minimize loss of vegetation, minimize creation of impervious surfaces, especially directly connected impervious surfaces, and minimize the volume and pollutant loading of stormwater discharges.

**Policy 12.2.13:** Criteria for designating land use categories and development standards within the Bay-Walton Sector Plan are shown in Table 12A.

### **Urban Design**

**Objective 12.3:** Quality design will be assured within the Bay-Walton Sector Plan by requiring designs of Land Use Categories to create centers, communities and neighborhoods designed in accordance with a clear set of design guidelines.

**Policy 12.3.1:** Compact development patterns shall be required and connected to residential areas, where possible.

**Policy 12.3.2:** Compatible scale and use shall be considered, but not required, in design of streets with uses facing one another on the same street.

**Policy 12.3.3:** Neighborhoods shall be connected to other neighborhoods or centers by multi-use paths where practical. Neighborhoods shall be served with green space which may be provided through the multi-use paths, greenways, common greens, parks and other open space areas.

**Policy 12.3.4:** Within Town Centers and Village Centers, provide pedestrian-oriented public spaces in the form of greens, parks, plazas, meeting areas, or other common open space designed and built to allow year-round use of these spaces.

### **Transportation**

**Objective 12.4:** Provide a transportation system that serves the various transportation modes within the Bay-Walton Sector Plan and is integrated into the larger regional

transportation system.

**Policy 12.4.1:** Map 12.3 is the Conceptual Primary Roadway Network Map for the Bay-Walton Sector Plan. This map only identifies the major facilities that will need to be improved and is not inclusive of all facilities that will be needed to serve the Bay-Walton Sector Plan. Additional facilities may be identified during DSAP review. Roadway locations and access points are approximate and are subject to revision during DSAP approval, final design and permitting in order to avoid, minimize, and mitigate impacts to wetlands and other natural and cultural resources. The following policies shall be applied to ensure the implementation of this network:

- A. The Panama City Urbanized Area Long Range Transportation Study should be amended to incorporate the transportation improvements necessary to implement a proposed DSAP. All roadways within the DSAP shall be evaluated based on levels of service standards for the Bay-Walton Sector Plan.
- B. At a minimum, no roadway access point shall be closer than one-half mile from another roadway access point. Notwithstanding minimum distance requirements, roadway access points can be modified to avoid, minimize, and mitigate impacts to wetlands, other natural features, and cultural resources.
- C. Development within the DSAP must be designed to accommodate transit vehicles and linkage with the regional transit system, and linkage with pedestrian/bicycle facilities, where applicable. Coordination will occur with the appropriate public transportation agencies (local and regional). Commercial, office and industrial development shall make provision for transit stops to ensure convenient access for shoppers, visitors, and employees.
- D. Minimize road crossings and encroachment across/into the West Bay Preservation Area and Long-Term Conservation Area.
- E. The following guidelines and standards shall be considered in the design of the circulation system within the DSAP:
  - 1. Bicycle Lanes. Bicycle lanes designed to the current standards established by the Florida Department of Transportation shall be included in the design for all collector and arterial streets.
  - 2. Connectivity. Local and collector streets, pedestrian and bike paths shall contribute to a system of fully connected routes from neighborhoods to village centers and to the West Bay Center and Town Centers. The design of residential local and collector streets should encourage pedestrian and bicycle use by being spatially defined by buildings, landscaping and lighting and by discouraging high-speed traffic.
  - 3. Sidewalks. Sidewalks shall be provided on all roadways in all land use categories except for Low Impact Residential, agriculture/timberland. Multi-use trails or multi-use paths that are on or off the roadway network may be substituted for sidewalks, provided the applicant can demonstrate that they can achieve the same or enhanced level of mobility as sidewalks.

4. Trails. Trails or multi-use paths will be provided as connections between Land Use Categories and in greenways to facilitate interconnections between land uses and to provide additional recreational opportunities.

**Policy 12.4.2:** Each DSAP must link land use and transportation planning. The transportation analyses must be based on the proposed land uses and demonstrate coordination with Bay County's and adjacent local governments' transportation plans as well as regional, state, and federal transportation plans. The transportation analysis must include an assessment of the role of multi-modal facilities. Transportation facilities and the development that they support will be planned and designed to avoid and minimize adverse impacts to existing communities and regionally significant resources and roadways and to avoid creating limitations on the management of those resources. A copy of the supporting transportation analysis for each DSAP will be provided to Bay County, Walton County, the City of Panama City Beach, the Florida Department of Transportation, the Department of Economic Opportunity, the West Florida Regional Planning Council and other local governments and agencies if requested.

**Policy 12.4.3:** Each DSAP shall include an interconnected network of streets that encourages walking, reduces the number and length of automobile trips, and conserves energy. On-street parking will be included where appropriate to support adjacent land uses. The level of this network is directly related to the intensity of development.

Streets that connect rural areas to urban areas must provide transitions from higher design speeds in rural areas to lower design speeds for urban development and other developed areas. Lower design speeds can be achieved by reducing the widths of travel lanes, clear zones, and medians. Lower design speeds can also be achieved by adding curbs, regularly spaced street trees, and on-street parking.

**Policy 12.4.4:** The transportation network within and connecting to the Bay-Walton Sector Plan shall be designed or improved to accommodate access and maximize mobility through the following principles:

- A. The transportation network shall be designed to minimize dead-end streets.
- B. Any site surrounded by potentially developable and compatible land shall be planned with regularly spaced street easements and/or vehicular interconnections in place, allowing connections into future development. Each DSAP shall determine compatibility of uses based on the context and characteristics of each DSAP and generally accepted planning and engineering principles including traffic circulation and safety, topography, environmental features, and other physical characteristics.
- C. Except in cases with topographical or environmental constraints, curves in the street network shall be minimized; streets shall maintain the same general orientation over the entire trajectory of the segment.

**Policy 12.4.5:** For public roads, development within the Bay-Walton Sector Plan shall not result in traffic trips which exceed the capacity of the roadway based on the adopted level of service for that roadway unless one of the following criteria is met:

- A. The necessary facilities and services are in place at the time a development permit is issued; or
- B. A development permit is issued subject to the condition that the necessary facilities and services will be in place when the impacts of the development occur; or
- C. The necessary facilities are under construction at the time a permit is issued; or
- D. The necessary facilities are scheduled to be in place or are under actual construction not more than 3 years after the issuance of a development permit as provided in the 5-year schedule of capital improvements or the first 3 years of the Florida Department of Transportation's 5-year work program; or
- E. The developer at the time of DSAP approval, rezoning or other land use development permit to satisfy concurrency requirements enters into a binding agreement to pay for or construct its proportionate share of required improvements beyond any then-existing deficiency. The proportionate share contribution and its calculation must be consistent with Section 163.3180(5)(h), F.S..

**Policy 12.4.6:** Internal roadways shall be interconnected to avoid forcing essential trips between these areas to use the primary transportation (SR 77, US 98, SR 20, SR 79 and SR 388). Private residential driveway access will be prohibited to these external roadways.

**Policy 12.4.7:** Parking requirements for Town Center and Village Center shall be minimized within the Bay-Walton Sector Plan through the use of shared parking, on-street parking and other strategies.

**Policy 12.4.8:** The Bay-Walton Sector Plan will provide for a variety of connected transportation modes including air, land and water transport.

**Policy 12.4.9:** Locations for port and marina facilities may be located along the Intracoastal Waterway. Port and marina facilities will be sited during the DSAP process.

**Policy 12.4.10:** Any marine shipping or barge port operations shall prefer use of existing shipping channels over construction and dredging of new channels, with all efforts to negotiate use of existing channels exhausted.

**Policy 12.4.11:** Transportation systems in the region will be affected by development within the Bay-Walton Sector Plan and the transportation network within the Bay-Walton Sector Plan area will be impacted by future development within the region. To understand and plan for how development will impact the overall transportation system, reviews of future traffic procedures, analyses, and impacts shall be coordinated. The following mechanisms shall be considered for

the coordination of future traffic procedures, analyses, and impacts:

- A. Transportation planning efforts shall be coordinated among Bay County, Walton County, municipalities, the Bay County Transportation Planning Organization, the Okaloosa-Walton Transportation Planning Organization, The St. Joe Company, and other relevant stakeholders.

**Policy 12.4.12:** The Bay-Walton Sector Plan should be addressed in Long Range Transportation Plans developed by both the Bay County Transportation Planning Organization and the Okaloosa-Walton Transportation Planning Organization.

- A. The St. Joe Company should be involved as a stakeholder during the public involvement for Long Range Transportation Plan updates.
- B. The St. Joe Company should be advised of other long range planning efforts that impact the Bay-Walton Sector Plan including updates to the West Florida Regional Planning Council's Strategic Regional Policy Plan.

**Policy 12.4.13:** Prior to the initiation of any development that requires any improvement to SR 388, the land owner shall provide sufficient Right of Way (ROW) to accommodate the improvement and associated stormwater ponds.

**Objective 12.5:** Promote viable transportation choices other than the privately owned automobile, to include walking, golf cart and bicycling in a safe atmosphere.

**Policy 12.5.1:** All land uses within the Bay-Walton Sector Plan shall utilize pedestrian friendly design principles, by means of multi-use paths, sidewalks, bike trails and/or nature walks to connect centers, communities and neighborhoods. Each DSAP must demonstrate both internal connection within the DSAP and external connection with adjacent DSAPs.

**Policy 12.5.2:** Village Center shall consider the design principles to provide for the daily needs of residents by incorporating a mixture of land uses within walking distance from the village center to adjacent neighborhoods. Each DSAP shall determine the appropriate walking radius based on the context of each DSAP, the characteristics of each village center and surrounding neighborhoods, and generally accepted planning and engineering principles including topography, road network hierarchy, open spaces, environmental features, and other physical characteristics.

**Policy 12.5.3:** Within planned centers, blocks shall be sized to accommodate the pedestrian by restricting the length.

**Policy 12.5.4:** Develop centers, communities and neighborhoods that are clearly defined at the edges, integrated and more walkable by connecting centers, communities and neighborhoods with a multi-modal network of pedestrian friendly streets, multi-use paths, greenways and/or trails.

**Policy 12.5.5:** Provide bicycle, golf cart and pedestrian facilities as an option to vehicular trips; each village shall also provide convenient locations for transit

facilities where appropriate and where transit service is available.

**Policy 12.5.6:** Landscape/streetscape materials, street lighting, and bicycle racks within central core or mixed use centers shall be included as part of urban infrastructure.

**Policy 12.5.7:** To manage traffic, promote livability, provide transportation options, provide infrastructure that supports economic development, and accommodate a variety of users, multiple modes of transportation shall be included as part of the Bay-Walton Sector Plan.

A. Provide for a variety of transportation modes as follows:

1. Scope, plan, design, fund, construct, operate, and maintain all streets in the Bay-Walton Sector Plan to provide a comprehensive and integrated network of facilities that are safe and convenient for people of all ages and abilities traveling by foot, bicycle, automobile, golf cart, public transportation, and commercial vehicle.
2. At a minimum, the transportation network shall meet the standards identified in the Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways (the Florida Greenbook), the Manual on Uniform Traffic Control Devices (MUTCD) and the Plans Preparations Manual (PPM).
3. Consider the guidelines in the Florida Bicycle Facilities Planning and Design Handbook, the Florida Pedestrian Planning and Design Handbook, the AASHTO Guide for Planning, Design, and Operation of Pedestrian Facilities, and the AASHTO Guide for the Development of Bicycle Facilities.
4. Coordinate public transportation efforts with existing providers to determine the feasibility of a regional system. Discussions with Bay Town Trolley, Walton County, and Okaloosa County Transit shall occur to identify routes that can be extended to provide service to the Bay-Walton Sector Plan area, the location of existing and future stops, and potential service overlaps to provide for regional transit opportunities.

### **Public Facilities**

**Objective 12.6:** The Bay-Walton Sector Plan will plan for public facilities in advance of development proposals to ensure adequate public facilities are available to serve proposed development.

**Policy 12.6.1:** The level of service standards may be modified by the Board for a DSAP based on appropriate data and analysis.

**Policy 12.6.2:** Each DSAP will assess and analyze the public needs associated with the proposed land uses as well as how those identified needs will be met, including an evaluation of the financing of infrastructure. The DSAP will include an accounting of public costs to achieve build out as required by Florida law, and a forecast of revenues. Public needs include, but are not limited to, fire, police, and emergency medical; schools; parks; potable water;



stormwater management; and wastewater treatment facilities.

**Policy 12.6.3:** All new development within the Regional Employment Center, Business Center, West Bay Center, Town Center and Village Center Land Use Categories shall connect to central water, wastewater and irrigation facilities. Exceptions to this policy include temporary uses such as construction trailers, temporary sales offices, and facilities associated with agricultural, silvicultural, passive recreation, greenways, trails and hunting leases. Agriculture/Timberland uses may operate on septic tanks and wells.

**Policy 12.6.4:** Irrigation within the Bay-Walton Sector Plan shall be provided by non-potable water sources. Potable water sources are prohibited for irrigation. Irrigation shall utilize treated effluent (reclaimed water) when such water is available. In lieu of or when insufficient sources of such water exist, alternate sources may be used on an interim basis until treated effluent is available, including harvested stormwater when such sources are approved by the state.

**Policy 12.6.5:** Water conservation best management practices shall be utilized in each development.

- A. At a minimum, landscaping and irrigation shall be designed and shall be consistent with the Florida-Friendly Landscaping program design handbooks appropriate for the land use type or other equivalently protective best management practices acceptable to Bay County.
- B. At a minimum, water fixtures shall be of the water conserving type consistent with the Florida Building Code.
- C. Additional management practices may include, but are not limited to, Florida-friendly landscaping or other equivalently protective best management practices acceptable to Bay County, water budgeting on a parcel basis, cisterns, stormwater harvesting, use of reclaimed water and separate grey water building systems.
- D. Irrigation must be provided by non-potable sources consistent with Policy 12.6.5.

**Policy 12.6.6:** Wastewater treatment facilities shall be in accordance with the following.

- A. Wastewater Treatment Facilities shall utilize Advance Wastewater Treatment (AWT) processes and shall reclaim wastewater for use as a non-potable water source.
- B. Effluent disposal areas other than reuse purposes shall be located on soils with sufficient capacity and suitability for percolation, nutrient uptake, and final treatment prior to discharge to waters of the state. No direct discharge of treated effluent to the Bay or its tributaries will be allowed.
- C. AWT Facilities shall be designed for 100% reuse disposal in accordance with FDEP regulations. There shall be no direct discharge of effluent to the Bay or its tributaries. The facilities will be located on sites with suitable road access, soils, and uplands with room for expansion to facilitate growth. The collection network within development areas will be designed and

constructed to accommodate eventual connection to a larger regional system.

**Policy 12.6.7:** Stormwater management facilities serving development within the Bay-Walton Sector Plan shall be designed to manage and treat stormwater runoff as follows.

- A. Stormwater volume and pollutant loading discharged from a development shall be minimized by using the BMP train approach that incorporates low impact development principles and BMPs in combination with traditional structural stormwater BMPs. Each DSAP shall determine as to when a regional wet detention system shall be used as a central water amenity and stormwater management component with pretreatment occurring on-site based on professionally accepted engineering practices and specific site characteristics, including soils conditions, water table, topography and density. Stormwater discharges from development shall be treated prior to discharge to the level of treatment required for discharges into Outstanding Florida Waters. As an alternative, the stormwater can be treated to the “net environmental improvement” standard as set forth in Section 373.414(1)(b)3., F.S..
- B. Flood Attenuation: Runoff from development shall be attenuated prior to discharge such that the post-development peak discharge rate for the critical duration event does not exceed the pre-development peak discharge rate for the same event during a 25-year frequency storm for watersheds with positive discharge. Discharges to tidally influence waters shall not require attenuation. For watersheds without a positive discharge (i.e. a closed basin), the post-development peak discharge rate and volume for the critical duration event does not exceed the pre-development discharge rate and volume for the same event during a 100-year frequency storm. For watersheds without a positive discharge, the volume shall recover at a rate such that one-half of the required volume is available in 7 days. Development may utilize any allowable flood attenuation facility type consistent with performance standards and regulatory requirements.
- C. Development shall use the BMP Treatment Train approach that incorporates a combination of low impact development principles and BMPs along with traditional structural BMPs to achieve the stormwater management levels of service in Policy 12.6.1. Each DSAP shall be designed to the greatest extent practical. Wet detention systems shall be designed to the greatest extent practical to mimic natural systems. Each DSAP shall determine as to when it is appropriate for residential stormwater systems to use swales and basins that promote percolation rather than curb and gutter/storm sewer systems based on professionally accepted engineering practices and specific site characteristics, including soils conditions, water table, topography and density.
- D. Natural basin drainage patterns and existing drainageways and wetlands shall be maintained or enhanced in a natural state to the greatest extent feasible but consistent with Policy 12.9.1. Each DSAP shall determine feasibility based on professionally accepted engineering and ecological practices and specific site characteristics, including soil conditions, water

- table, topography and density.
- E. Where feasible, the location, function and design of all stormwater facilities shall be coordinated with open space and park areas, in order to provide for joint use. Each DSAP shall determine feasibility based on professionally accepted engineering and ecological practices and specific site characteristics, including soil conditions, water table, topography and density.
  - F. Where feasible, conservation areas with trails should line riparian corridors and storm drainageways connecting to destinations such as schools, parks, neighborhoods, and village centers. Each DSAP shall determine feasibility based on professionally accepted engineering and ecological practices and specific site characteristics, including soil conditions, water table, topography and density.
  - G. Stormwater management systems may be designed to discharge pre-treated stormwater into preserved wetlands in such a way as to maintain and/or enhance their current hydrology and environmental quality as authorized in Section 373.414(3), F.S.
  - H. Each DSAP shall include a stormwater master plan.
  - I. Upon receipt of the first monitoring report, the County shall investigate the feasibility of a regional stormwater utility to fund and manage stormwater.

**Policy 12.6.8:** All new development within the Bay-Walton Sector Plan area shall adhere to the Bay County Floodplain Management Ordinance.

## **Environment**

**Objective 12.7:** Create West Bay Preservation Area and Long-Term Conservation Area for the long-term protection of environmentally sensitive areas in the Bay-Walton Sector Plan.

**Policy 12.7.1:** The Bay-Walton Sector Plan contains areas designated as West Bay Preservation Area and Long Term Conservation Area on Map 12.1. These areas have been identified as having high quality wetlands and/or habitat. The Bay-Walton Sector Plan has been analyzed consistent with the methodology used in the issuance of Regional General Permit and Ecosystem Management Agreement within the Bay-Walton Sector Plan. The West Bay Preservation Area also serves as a buffer for the West Bay.

**Policy 12.7.2:** These preservation areas may contain natural trails or pathways, dock/boat access, picnic areas and pavilions, observation towers, nature center, boardwalks, boat ramps, parks and open space, water supply, wells, easements (drainage, access, sewer or water lines or other public purpose), however, no use shall be permitted which is inconsistent with the preservation area concept. Within preservation areas, timber management, pruning of trees, tree removal, burning or other mechanical process that mimics the impacts of fire, shall be allowed for habitat, view corridor enhancement and management of timber. Except when associated with permitted uses within the preservation area, no clearing grubbing or other surface removal of natural

ground cover is allowed. No planting of turf grass, exotic vegetation, or application of pesticides, herbicides or fertilizers will be permitted in the preservation area. For the purposes of stormwater management, erosion control and open space enhancement, non-invasive or native grass may be incorporated into the design.

**Policy 12.7.3:** All property designated as West Bay Preservation Area and Long-Term Conservation Area on Map 12.1 will be placed under conservation easements pursuant to Section 163.3245, F.S.. The conservation easements will be recorded incrementally with approval of each DSAP and shall only permit uses consistent with Policy 12.7.2. The conservation easement shall be enforceable by an appropriate entity. Pursuant to Section 163.3245 (3)(b), F.S., the conservation easements shall be effective before or concurrent with the effective date of the applicable DSAP and all lands planned for permanent preservation shall be placed in permanent preservation before or concurrent with the effective date of the final DSAP.

**Policy 12.7.4:** The Bay-Walton Sector Plan's West Bay Preservation Area and Long-Term Conservation area (as identified on Map 12.1) is intended to include a variety of wildlife habitat and vegetation types including: grasslands, wooded uplands, marsh, pasture and agriculture. Restoration of impacted vegetation and/or enhanced vegetation within the West Bay Preservation Area or Long-Term Conservation area is encouraged.

**Policy 12.7.5:** The framework that guides the design and appropriate uses within Bay-Walton Sector Plan is based upon the principles that the highest concentration of environmentally sensitive lands are located in the West Bay Preservation Area and Long-Term Conservation area and that contiguous expansive acreage functions better than isolated segments or narrow corridors.

- A. The general extent and configuration of the overall West Bay Preservation Area and Long-Term Conservation area is as identified in Map 12.1.
- B. Specific restoration and enhancement programs for the West Bay Preservation Area and Long-Term Conservation area are encouraged and will be phased, where used. Any restoration and/or enhancement will be identified with each DSAP application.
- C. Uses within the West Bay Preservation Area and Long-Term Conservation Area shall be as determined by Policy 12.7.2.

**Objective 12.8:** Protect the environmental resources within the Bay-Walton Sector Plan consistent with the Regional General Permit and Ecosystem Management Agreement approvals received for the Bay-Walton Sector Plan as described in the supporting policies below.

**Policy 12.8.1:** The Bay-Walton Sector Plan will protect the environmental resources consistent with the Regional General Permit and Ecosystem Management Agreement that have been issued.

**Policy 12.8.2:** Avoid the loss of isolated wetlands to the greatest extent

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possible.

**Objective 12.9:** Promote the development and use of lands in a manner that is sensitive to environmental constraints including, but not limited to, poor soil conditions, flood hazards, bay and tributary buffers, Strategic Habitat Areas, as described in Chapter 6 of this Plan, and wildlife habitat suitability.

**Policy 12.9.1:** The sector planning process will identify at the time of the DSAP, how proposed development is consistent with Regional General Permit and Ecosystem Management Agreements in order to avoid and minimize potential impacts to natural resources. Each DSAP will demonstrate consistency with Regional General Permit and Ecosystem Management Agreements and evaluate any impacts on natural resources which include, but are not limited to:

- A. West Bay and its tributaries and watershed.
- B. Water management, and water quality.
- C. Wetland protection, preservation and mitigation.
- D. Greenways, wildlife habitat and wildlife corridors and.
- E. Historic and archaeological sites; and other resources.
- F. Seagrass beds, shellfish beds of commercial or recreational value and migratory or seasonal animal locations.
- G. Regionally Significant Natural Resources including known natural biotic communities, and known populations of protected species of flora and fauna.

**Policy 12.9.2:** Listed species and critical habitats both shall be evaluated on a site development basis. For developments on property known to support listed species of plants or animals, coordination with the appropriate federal, state and regional agencies is required.

**Policy 12.9.3:** Development shall comply with all applicable federal, state and local regulations.

**Policy 12.9.4:** Each DSAP within the planning area shall identify and provide for protection of existing ecological systems within the planning area. Each DSAP will also provide for reasonable connections between these features.

**Objective 12.10:** Ensure the protection of the water quality of West Bay and its tributaries.

**Policy 12.10.1:** DSAPs within the Bay-Walton Sector Plan shall identify and provide for protection of existing ecological systems within the area. Each DSAP will also provide for reasonable connections between these features. Wetlands are to be protected consistent with the Regional General Permit and Ecosystem Management Agreement requirements summarized in Policy 12.9.1.

**Policy 12.10.2:** No DSAP shall be approved in areas where a Regional General Permit and Ecosystem Management Agreement has not been approved or in the event there is no state and federal process for such Regional General Permit or Ecosystem Management Agreement then only after another watershed based

environmental plan acceptable to Bay County is completed. Notwithstanding this provision, Bay County shall have the authority to allow limited exceptions to this provision for essential public services and facilities, provided any necessary environmental authorizations are obtained from federal and state agencies.

**Policy 12.10.3:** The wetland buffer policy set forth in Policy 6.7.4 shall apply.

**Objective 12.11:** To conserve and protect valuable ecosystems and to reduce the potential threat to life and property resulting from coastal storms. To provide natural buffers along the Bay, including all wetland ecotones habitat and significant uplands and buffers.

**Policy 12.11.1:** Generally those lands south of SR 388 between Crooked Creek to the west and CR 2300 to the east; Breakfast Point Peninsula, areas adjacent to Burnt Mill Creek, Crooked Creek, and their tributaries; areas immediately adjacent to Pine Log State Forest, and the western rim of West Bay shall be designated as "West Bay Preservation Area".

**Policy 12.11.2:** The West Bay Preservation Area (WBPA), to the extent possible, shall be used to mitigate impacts from the development of any DSAP, or to protect those areas that conservation organizations or government agencies have indicated that they wish to acquire with priority given to the areas designated as West Bay Preservation Area on Map 12.1.

**Policy 12.11.3:** Wetlands and the natural functions of wetlands shall be protected and conserved and incompatible land uses shall be directed away from wetlands in accordance with the provisions set forth in any approved Regional General Permit and Ecosystem Management Agreement, as set forth in Section 403.052, F.S.. Where negative impacts to wetlands cannot be avoided, such impacts shall be minimized and mitigated in accordance with state and federal permitting requirements, and consideration shall be given to the types, values, functions, sizes, conditions and locations of wetlands, with impacts to lower quality wetland habitat considered prior to impacts to higher quality wetland habitat.

**Policy 12.11.4:** In addition to the substantial protection of wetlands systems provided by the establishment of the West Bay Preservation Area and Long-Term Conservation Area and the protection provided by Federal and State Regulatory Agencies, development within the Bay Walton Sector Plan shall avoid impacts to connected wetlands not included in the West Bay Preservation Area and Long-Term Conservation Area, in accordance with the provisions set forth in any approved Regional General Permit and Ecosystem Management Agreement as identified in Policy 12.11.3.

**Policy 12.11.5:** All timber management on Conservation Units must comply with the Principles for Forest and Wildlife Management of Conservation Units within the West Bay Ecosystem Management Agreement and Regional General Permits.

**Policy 12.11.6:** Each DSAP shall identify and protect archeological, cultural and historic sites as identified and/or deemed significant by the Florida Department of State, Division of Historical Resources.

**Policy 12.11.7:** Prior to the issuance of a development order entitling any development activity within any DSAP, the developer shall complete a Historical and Archaeological survey encompassing the project area for which the development order is sought. The survey shall be prepared pursuant to the requirements of 73C-40.043, Florida Administrative Code, and any other applicable provisions of state statute and the Bay County Land Development Regulations. The results/requirements of the Historical and Archaeological survey, where applicable, shall be included as conditions of approval of any development order for the specific project. The historical and archaeological surveys shall identify locally significant and regionally significant historic or archaeological resources which shall be preserved through conditions of approval for any development order issued for property with the DSAP. Project construction personnel shall be notified, through posted advisories or other methods, of the potential for artifact discoveries on the site and to report suspected findings to the Project Manager. In the event of discovery of artifacts of historical or archaeological significance during project construction, the Developer shall stop construction at the site of discovery and notify the County and the Division of Historic Resources of the Florida Department of State. From the date of notification, construction shall be suspended within a 100 foot radius of the site of discovery for a period of up to 180 days to allow evaluation of the site.

**Policy 12.11.8:** Conservation and/or preservation buffers shall be established from the boundaries of Pine Log State Forest in order to eliminate or reduce the possibilities of major land management changes relating to prescribed burning. Such boundaries shall be addressed at the DSAP level in consultation with the Department of Agriculture and Consumer Services and professionally accepted ecological and land management practices.

**Policy 12.11.9:** Avoid seagrass communities and other aquatic habitats when locating transportation structures that impact these resources. Mitigation between the developer and the County shall occur if these resources are impacted.

**Policy 12.11.10:** Additional Design Criteria.

- A. Retaining existing native vegetation and the use of native drought resistant plants in residential, commercial and common use areas is encouraged.
- B. In Coastal High Hazard Areas (CHHA), all developments shall have central water and sewer systems (including but not limited to package plants). Individual septic tanks are specifically prohibited in the CHHA.
- C. Effluent disposal areas shall be located on soils with sufficient capacity and suitability for percolation, nutrient uptake, and final treatment prior to discharge to waters of the State. No direct discharge of treated effluent to the Bay or its tributaries will be allowed.
- D. Parks, golf courses and other public open spaces shall be located and designed to facilitate irrigation with treated effluent if and when it becomes

available from the waste water utility provider. Open areas within business parks and employment centers, where feasible, shall also be designed for treated effluent irrigation.

### **Recreation and Open Space**

**Objective 12.12:** To provide public parks, greenways, trails, public access points to water, and other recreational opportunities for a growing population that demands an increasingly wide variety of recreational facilities and services.

**Policy 12.12.1:** The Bay-Walton Sector Plan will meet the Level of Service requirements for parks, recreation, and open space.

**Policy 12.12.2:** Development within the Bay-Walton Sector Plan area shall be required to develop, to the extent necessary, and dedicate land for public use in the form of passive and active parks, open space, recreation areas, town squares, greenways, trails and other forms of public use facilities in close proximity to centers, communities and neighborhoods.

**Policy 12.12.3:** A central public space shall be provided within each planned center (Town Center, West Bay Center and Village Center) with connections to surrounding communities and neighborhoods. This may be in the form of a park, central square, or other civic use. Neighborhoods may also be served internally with smaller green space areas such as tot lots, greenways or greens.

**Policy 12.12.4:** Work with the Florida Trail Association, or similar agency, to connect the Florida National Scenic Trail from Pine Log State Forest to the existing eastern trail.

**Policy 12.12.5:** Public access points shall be reserved in appropriate publicly owned locations in the area around West Bay and along the Gulf Intracoastal Waterway.

**Policy 12.12.6:** The number and approximate location of public and private water access points represented within the Bay-Walton Sector Plan shall be determined within each DSAP.

**Policy 12.12.7:** Provide useful open space by establishing a hierarchy of regional, community and neighborhood parks at appropriate sizes within the Bay-Walton Sector Plan allowing passive and active recreation.

**Policy 12.12.8:** Focus the green space provided within DSAPs for the protection of natural areas, landscaping with Florida-friendly principles and plants or other equivalently protective best management practices acceptable to Bay County, and providing large, contiguous green spaces rather than incrementally fragmented isolated and remote smaller parcels.



**Community Facilities**

**Objective 12.13:** Plan for community facilities in the Bay-Walton Sector Plan to ensure the projected population has adequate public facilities.

**Policy 12.13.1:** Each DSAP shall identify the land necessary for fire, law enforcement, and emergency medical services. All commercial and residential development shall be within 5 driving miles of a fire station or latest Insurance Service Office (ISO) standard. At the time of DSAP, a general location shall be identified and a plan shall be developed that coordinates the proposed phasing of the DSAP with the planning of the fire station.

**Policy 12.13.2:** Coordination of land use and education facilities within the DSAP by identifying the need for and location of schools and education facilities.

**Policy 12.13.3:** Locate schools to provide safe pedestrian access, shortened walking distances and opportunities for sharing other community resources such as parks and recreational facilities, libraries and other services.

**Policy 12.13.4:** Schools, places of worship, public gathering facilities, medical offices and small businesses should be sited and designed as neighborhood entities as often as possible. Efforts should be taken to avoid having such buildings designed so that vehicular access serves as virtually the only admittance to such facilities.

**Policy 12.13.5:** Provide prominently located accessible school sites proximate to and servicing the neighborhoods and communities within the Bay-Walton Sector Plan and coordinate school siting with the Bay County School District.

**Policy 12.13.6:** Coordinate with Bay County to plan for prominent locations for public buildings and facilities such as post offices, police and fire stations, libraries and churches.

**Policy 12.13.7:** Civic use facilities include both public and quasi-public uses such as community centers, meeting halls, recreation centers, clubhouses, schools, libraries, religious institutions, museums and galleries, performing arts auditoriums and facilities, municipal and government buildings, parks and plazas, daycare and postal services.

**Policy 12.13.8:** Minimum public facilities necessary to accommodate the development proposed in the Bay-Walton Sector Plan are set forth in Table 12B. The detailed identification, amounts, and timing of all public facilities shall be determined for each DSAP based on an analysis of the actual public facilities and services that are necessary to serve the development proposed in each DSAP. All lands for public facilities shall be transferred to Bay County, or an appropriate entity, at the time the development order is issued.

**Policy 12.13.9:** Within the Bay County Utility Services areas illustrated on Map 5.1, the County will challenge applications by private water utilities to obtain a

Certificate of Operation from the Florida Public Service Commission and reject all applications for a county franchise therein and will oppose the expansion of public water and wastewater services into this area, except as authorized by the existing franchise with Panama City Beach. The service areas shown on Map 5.1 are subject to modifications in accordance with future interlocal agreements.

### **Housing**

**Objective 12.14:** Promote affordable housing for low and moderate income households through public and private measures, while promoting the policies and laws of the State relative to affordable housing.

**Policy 12.14.1:** Develop mixed-use residential neighborhoods with a variety of housing options to provide for affordable housing in reasonable proximity to places of employment.

**Policy 12.14.2:** Bay County will provide incentives to developers and/or landowners for providing affordable housing and/or land for affordable housing in the Bay-Walton Sector Plan. Such incentives may include streamlined permitting, program bonuses, reduced fees, and other such measures identified by the County. Under no circumstances may the program bonus, however, exceed the base densities found in Chapter 12 polices. Program bonuses can be earned by providing affordable housing units, selling land for affordable housing or donating land for affordable housing. The implementing ordinance shall consider all segments of affordable housing (i.e. very low, low, and moderate), as defined by Chapter 420, Florida Statutes. In recognition of the relative importance of each affordable housing segment, the ordinance may consider different levels of incentives on a sliding scale basis, based on the affordable housing segment that is being addressed by a developer and/or landowner.

### **Intergovernmental Coordination**

**Objective 12.15:** Establish general procedures and policies to facilitate Intergovernmental Coordination in the review and implementation of the Bay-Walton Sector Plan and to encourage coordination between the Development, Bay County and Walton County in the planning of the Bay-Walton Sector Plan.

**Policy 12.15.1:** Prior to submitting a DSAP, the applicant will coordinate with Bay County, the City of Panama City Beach, Walton County and state and regional agencies. Comments received from these agencies will be considered as part of the DSAP application. The applicant must also do the following to ensure intergovernmental coordination:

- A. Meet with Bay County and Walton County prior to submitting the application.
- B. Contact the City of Panama City Beach and the Florida Department of Transportation to answer questions and meet if requested.
- C. Provide a copy of the supporting transportation analysis to the Florida Department of Transportation and seek comments on the methodology used prior to submittal of the application. The methodology will include

short-term and long-term analysis procedures and identification of the analysis that will document:

1. The staging or phasing of transportation improvements to support development of the DSAP, including developer contributions to mitigate impacts to state and regionally significant transportation facilities; and
  2. The costs and funding needed for transportation improvements in the 5-year schedule of capital improvements.
- D. Provide a copy of the DSAP application to Bay County, Walton County, City of Panama City Beach, Florida Department of Transportation, Florida Department of Economic Opportunity, Florida Department of Environmental Protection, Northwest Florida Water Management District, Bay County Transportation Planning Organization, and any other agency that requests a copy.

**Policy 12.15.2:** Coordinate with Bay County and Walton County in the development of the Bay-Walton Sector Plan to attempt to standardize and unify the development requirements and procedures that will apply within the Bay-Walton Sector Plan for those land use categories that are located in both jurisdictions.

**Policy 12.15.3:** Coordinate with Bay County and Walton County and the service providers to ensure that adequate public facilities are available to serve each DSAP.

**Policy 12.15.4:** Coordinate with Bay County and the Bay County School Board to ensure the location and timing of schools are planned and consistent with Chapter 10 and Chapter 13 of the Bay County Comprehensive Plan.

**Policy 12.15.5:** During Bay County's Evaluation and Appraisal Review process conducted under Chapter 163 or this Objective, Bay County shall review the extent to which the Bay-Walton Sector Plan Policies and Objectives have been accomplished.

**Policy 12.15.6:** Prior to the initiation of a new DSAP or a new phase within an approved DSAP, Bay County shall evaluate the adopted DSAP as it relates to any subsequent phase for its impact on applicable local and regional resources, natural resources, including public utilities, public services and infrastructure and potential impact to adjacent and affected jurisdictions. Bay County shall also evaluate its consistency with Chapter 12 and Section 163.3245, F.S.. This evaluation shall be performed using all applicable regulatory provisions and shall utilize a fiscal analysis addressing the criteria specified in Policy 12.16.2. The evaluation shall consider the development that has been permitted to date as well as any environmental surveys and monitoring and modeling required for analyzing additional transportation requirements. This evaluation shall be submitted to the Department of Economic Opportunity (DEO), West Florida Regional Planning Council, the Florida Department of Environmental Protection, Northwest Florida Water Management District, the Bay County Transportation Organization, Okaloosa-Walton Transportation Organization, the Florida

Department of Transportation, local, regional, and state resources, and all adjacent and potentially affected jurisdictions for review and comment prior to approval of the new DSAP or phase of development. No new DSAP or phases shall be approved until impacts to the applicable local regional and state resources; natural resources, including public utilities, public services, and infrastructure are mitigated, this includes, where applicable, corridor and right-of-way preservation.

**Policy 12.15.7:** Coordinate with established public transportation agencies in the area (local and regional) to ensure that public transportation, including transit, is accommodated and to identify funding sources for public transportation improvements, types of public transportation improvements, improvement locations, and connections to existing services.

### **Monitoring, Evaluating and Refining the Bay-Walton Sector Plan**

**Objective 12.16:** The Bay-Walton Sector Plan planning process shall be continuous and ongoing. To assist with tracking year-by-year implementation the developer shall submit an annual Bay-Walton Sector Plan Monitoring Report to Bay County. Bay County will prepare a Bay-Walton Sector Plan Evaluation Report assessing progress and identifying any refinements necessary to better achieve planning goals, objectives and policies. Bay County may amend the Bay-Walton Sector Plan from time to time based on best available data and analysis.

**Policy 12.16.1:** Every 12 months following the effective date of the Sector Plan the developer shall submit a Sector Plan Monitoring Report providing the following information in the form of narratives, tables, graphics, videos, maps and other appropriate documentation as Bay County may require.

- A. A description of any changes in land ownership (excluding lot sales to end users) including the successor in interest, size, location, land use category and the amount of development rights authorized through a DSAP allocated to the purchaser.
- B. A listing of any substantial local, state and federal permits, which were obtained, applied for, or denied, since the last monitoring report, specifying the agency, type of permit, parcel, location(s) and activity for each permit.
- C. A summary of development activity proposed or conducted since the previous report including residential units and gross floor area of non-residential uses, and site improvements. The development activity shall be compared in an ongoing ledger to that allowed by the applicable DSAP.
- D. A summary of development activity anticipated for the upcoming one and five year time periods including anticipated residential units and gross floor area of non-residential uses, and their locations. Since the actual development activity will be based on market conditions which are subject to change, the anticipated development activity is provided for planning purposes.
- E. The status of wetlands and uplands identified for conservation including the location and acreage of those lands set aside for permanent protection

- through a conservation easement or dedication of title to a conservation entity.
- F. How development patterns are fulfilling the urban design policies applicable to the Bay-Walton Sector Plan.
  - G. Public Facilities and Services.
    - 1. Identification of improvements to public facilities and services that have been completed since the previous annual report.
    - 2. Identification of improvements to public facilities and services necessary to support anticipated development over the upcoming one and five year time periods and the status of current plans to complete the improvements including an analysis of anticipated expenses and revenue sources for:
      - a. Transportation System
      - b. Water Supply
      - c. Wastewater Treatment and Disposal
      - d. Stormwater
      - e. Parks and Recreation
      - f. Solid Waste
      - g. Public Schools
      - h. Emergency Services including Sheriff, EMS, Fire
      - i. General Government and other impacted Facilities and Services
  - H. An analysis of whether fiscal neutrality is being achieved. The intent of fiscal neutrality is that the costs of additional local government facilities and services that are built or provided for the Bay-Walton Sector Plan shall be funded by properties within the Bay-Walton Sector Plan.

The developer shall provide the annual Bay-Walton Sector Plan Monitoring Report to the Bay County Director of Planning and Zoning. As the master applicant, The St. Joe Company will retain ongoing responsibility for preparation of the annual report. Should lands be sold to other interests, the annual report responsibility will be shared, with The St. Joe Company serving as lead. Failure to timely submit the report may lead to a withholding of development permits. Bay-Walton Sector Plan Monitoring Reports shall be coordinated with Walton County, local, regional and state agencies, and made available to the public via the Bay County internet site.

The master applicant shall make a good faith effort to obtain information related to the public facilities and services outlined in Policy 12.16.1(G) above from the public agencies that oversee the applicable public facility or service. Failure by the public agencies to provide information in a timely manner shall not be held against the master applicant's requirement to submit the Bay-Walton Sector Plan Monitoring Report.

**Policy 12.16.2:** Bay County shall review the Bay-Walton Sector Plan at least every five years based on changes to state, regional and local policies, annual monitoring reports, changing conditions and trends, and opportunities to better achieve planning goals, objectives and policies. The Bay-Walton Sector Plan Evaluation Report shall be presented to the Board of County Commissioners for

adoption and serve as a basis for refinement to the plan. At the minimum the report shall address:

- A. Major issues regarding Bay County's achievement of the goals, objectives and policies of the Bay-Walton Sector Plan.
- B. The extent of development that is completed, underway or subject to a permit authorizing construction and the extent of new development anticipated over the upcoming five, ten and 20 year time periods.
- C. Population growth and changes to the Bay-Walton Sector Plan land area through land sales or annexation.
- D. The financial feasibility of implementing the Bay-Walton Sector Plan and whether the Bay-Walton Sector Plan is fiscally neutral. This evaluation will address the provision of public facilities and services to support the Bay-Walton Sector Plan including the anticipated cost and timing of improvements and sources of supporting revenues.
- E. A summary of the public participation program and activities undertaken by the developer and Bay County.
- F. Coordination of the Bay-Walton Sector Plan with the Bay County School District and school facilities identified in the applicable educational facilities plan.
- G. The extent to which Bay County has been successful in providing water, identifying alternative water supply projects and traditional water supply projects, including conservation and reuse, necessary to meet the water needs identified in Section 373.709(2)(a), F.S., within the Bay-Walton Sector Plan and DSAPs. The report must evaluate public, private, and regional water supply facilities, alternative water supplies, and the needs of existing and new development inside and outside the Bay-Walton Sector Plan area.

Bay-Walton Sector Plan Evaluation Reports shall be coordinated with Walton County, appropriate local, regional and state agencies, and made available to the public via the Bay County internet site.

Bay-Walton Sector Plan Evaluation Reports shall be coordinated with the Northwest Florida Water Management District regarding water supply issues, water resource supply development and water supply projects.

The report shall first be presented to the Planning Commission and then to the Board of County Commission which, after considering the report and any comments and recommended changes, shall adopt the Bay-Walton Sector Plan Evaluation Report by resolution. Any recommendations for amendment to the Bay-Walton Sector Plan shall be scheduled for public hearing within 90 days of the resolution approving the report.

### **Fiscal Neutrality**

**Objective 12.17:** Achieve fiscal neutrality of development within the Bay-Walton Sector Plan and DSAPs. The intent of Fiscal Neutrality is that the costs of local government services and infrastructure that are built or provided for the Bay-Walton Sector Plan and

DSAPs shall be funded by development within the Bay-Walton Sector Plan and DSAPs.

**Policy 12.17.1:** Development within the Bay-Walton Sector Plan and within each DSAP shall provide adequate infrastructure that meets or exceeds the levels of service standards adopted by Bay County and be Fiscally Neutral.

**Policy 12.17.2:** Landowners, developers, and special districts shall demonstrate Fiscal Neutrality as part of the DSAP approval process according to the procedures established by Bay County. Fiscal Neutrality shall be determined for each DSAP and phase of development within each DSAP. For off-site impacts, the procedures will require that the total proportionate share cost of infrastructure be included and not simply based on the existing impact fee rates. Fiscal Neutrality for funds that are not fungible (i.e. enterprise funds) shall be measured separately.

**Policy 12.17.3:** The Board of County Commissioners shall require that these procedures for measuring Fiscal Neutrality, as well as the development and implementation of the Fiscal Neutrality Plans submitted as part of applications for DSAP approval be reviewed and certified by independent advisors retained by Bay County at the expense of the applicant. All calculations of costs shall be based on current cost data.

**Policy 12.17.4:** The Bay County Commission shall consider the various funding and financing methods available to achieve Fiscal Neutrality upon receipt of the first monitoring report.

(Chapter amended. Ord. No. 15-18, 05/05/15.)

**TABLE 12A      BAY-WALTON SECTOR PLAN LAND USE CATEGORIES**

**AIRPORT/INDUSTRIAL**

<b><u>Purpose:</u></b>	To allow a full range of uses and activities related to the operation of an airport and aviation-related facilities. To provide areas for the continuation, expansion, and creation of industrial land uses including commerce parks.
<b><u>Service Area:</u></b>	Bay-Walton Sector Plan.
<b>Designation</b>	
<b><u>Criteria:</u></b>	Proximity to major highway access and/or rail access, availability of public or private utilities, potential to create nuisances such as noise, fumes, odor, vibration, dust, etc.
<b><u>Allowable Uses:</u></b>	All land uses typically associated with the operation and support of airport facilities, and additional aviation-related commercial and service uses, as well as support commercial, office, public utilities, and industrial uses and activities. Industrial parks, commerce parks, commercial, office, public uses, warehousing, manufacturing, and other similar uses.
<b><u>Density:</u></b>	Not applicable.
<b><u>Intensity:</u></b>	No more than 75% impervious surface of the entire site. No more than 100% Floor Area Ratio.
<b><u>Development Standards:</u></b>	Shall not be located near residential areas. Minimization, to the extent possible, of environmental impacts.



**TABLE 12A BAY-WALTON SECTOR PLAN LAND USE CATEGORIES**

**REGIONAL EMPLOYMENT CENTER**

<b><u>Purpose:</u></b>	To allow for a range of industrial, commercial, service-related and office uses typically dependent upon, or closely related to the airport.
<b><u>Service Area:</u></b>	Bay-Walton Sector Plan.
<b><u>Designation Criteria:</u></b>	Must be in proximity to major highway access and adjacent to the airport area.
<b><u>Allowable Uses:</u></b>	All land uses typically associated with the operation and support of airport facilities, and additional aviation-related commercial and service uses, as well as support commercial, office, public utilities, and industrial uses and activities. Industrial parks, commerce parks, commercial, office, medical facilities, public uses, warehousing, manufacturing, distribution and other similar uses.
<b><u>Density:</u></b>	Not applicable.
<b><u>Intensity:</u></b>	No more than 65% impervious surface area. No more than 100% FAR.
<b><u>Development Standards:</u></b>	Shall not be located near residential areas. Minimization, to the extent possible, of environmental impacts. Development permitting shall be done in conjunction with a PUD. Retail, commercial, recreation and civic uses should be provided to maximize the potential for employees to take care of daily errands, thereby reducing mid-day traffic. Parks and open space shall be provided to create an identity for the employment center and to provide relief in the urban fabric. Arterial and collector streets should be designed as edges to sub-areas within the employment center. Retail areas within the employment center should be considered as locations for transit stops. Local, internal transit service, when financially feasible, shall be integrated into the design of the center, centrally located, and easily accessible for pedestrians walking to and from the surrounding employment areas. Heavy truck traffic generated by uses within the employment center shall be directed to the arterial street system and shall not be allowed to travel through local residential streets in the adjacent villages.

**Mixed Use Standards\***

<b>Land Use</b>	<b>Minimum Land Area</b>	<b>Maximum Land Area</b>
Support, Retail, Hotel and Services	0%	30%
Office	0%	40%
Industrial	50%	85%
Open and Civic Space	10%	No Maximum

\* The range of land uses within each category is a guideline to ensure the proper mix of development. These mixes should be flexible and may be modified after administrative review. In no case shall any use be reduced more than 20% of the established minimum land area.

**TABLE 12A BAY-WALTON SECTOR PLAN LAND USE CATEGORIES**

**BUSINESS CENTER**

**Purpose:** To provide for a wide range of commercial, retail, business, office and service-related uses and activities which provide supporting services to the airport district and tourist activities.

**Service Area:** Bay-Walton Sector Plan.

**Designation Criteria:** Areas immediately adjacent to the Northwest Florida Beaches International Airport.

**Allowable Uses:** Lodging, restaurants, retail sales, professional office buildings, financial institutions, public/civic/institutional uses, medical facilities, entertainment facilities, recreational facilities, public utilities, and other similar uses.

**Density:** Not applicable.

**Intensity:** No more than 70% impervious surface. A minimum of 10% Floor Area Ratio (FAR) but no more than 200% Floor Area Ratio.

**Development Standards:** Must be located in proximity to a collector or arterial roadway. Development is limited to that which is typically associated with airport-related uses, including tourist activities. Retail, commercial, recreation and civic uses should be provided to maximize the potential for employees to take care of daily errands, thereby reducing mid-day traffic. Parks and open space shall be provided to create an identity for the business center and to provide relief in the urban fabric. Arterial and collector streets should be designed as edges to sub-areas within the business center. Retail areas within the business center should be considered as locations for transit stops. Local, internal transit service, when financially feasible, shall be integrated into the design of the center, centrally located, and easily accessible for pedestrians walking to and from the surrounding employment areas. Heavy truck traffic generated by uses within the business center shall be directed to the arterial street system and shall not be allowed to travel through local residential streets in the adjacent villages.

**Mixed Use Standards\***

Land Use	Minimum Land Area	Maximum Land Area
Support, Retail, Hotel and Services	10%	35%
Office	10%	50%
Industrial	0%	60%
Open and Civic Space	10%	No Maximum

\* The range of land uses within each category is a guideline to ensure the proper mix of development. These mixes should be flexible and may be modified after administrative review. In no case shall any use be reduced more than 20% of the established minimum land area.

**TABLE 12A BAY-WALTON SECTOR PLAN LAND USE CATEGORIES**

**WEST BAY CENTER**

<b><u>Purpose:</u></b>	To provide for a wide-range of large-scale commercial and service-related and mixed uses important to the development of the West Bay community. Provide a place for commercial, residential, office, hotel and industrial land uses with a more regional market base, the scale of which should not be permitted within the surrounding Village Centers and Low Impact Residential. Because of the access provided by the Intracoastal Waterway and proximity to the Northwest Florida Beaches International Airport, a bargeport facility and/or marina may be located along the Intracoastal waterway.
<b><u>Service Area:</u></b>	Bay-Walton Sector Plan.
<b><u>Designation Criteria:</u></b>	Areas within the vicinity of the intersection of SR 79 and SR 388, and the Intracoastal Waterway.
<b><u>Allowable Uses:</u></b>	Water-dependent uses including public marinas and port facilities, commercial uses, lodging, restaurants, public facilities including religious facilities and educational/institutional facilities, civic uses, public utilities, medical facilities, residential, recreational activities, parks, playgrounds, and other similar uses.
<b><u>Density:</u></b>	A minimum of one dwelling unit per acre but no more than 15 dwelling units to the acre. In order to create a compact, urban character, densities can be exceeded on a parcel by parcel basis, provided overall density is not exceeded within a DSAP.
<b><u>Intensity:</u></b>	A minimum of 20% Floor Area Ratio (FAR) but no more than 250% FAR. No more than 80% impervious surface area (ISA).
<b><u>Development Standards:</u></b>	Commercial uses must be located along a collector or arterial roadway, unless part of the overall development of the neighborhood. Large-scale commercial uses, such as marina or port facilities, shall not be located in close proximity to existing residential neighborhoods, without adequate buffers to prevent nuisances such as noise, fumes, odor, vibration, dust, traffic, etc. Ensure that adequate design standards are implemented or buffering is provided between compatible residential and non-residential uses and to ensure proper development standards are applied.

**Mixed Use Standards\***

<b>Land Use</b>	<b>Minimum Land Area</b>	<b>Maximum Land Area</b>
Residential	15%	30%
Support, Retail, Hotel and Services	40%	70%
Regional Office	0%	30%
Light Industrial	0%	20%
Overall Office and Industrial	0%	30%
Open and Civic Space	15%	No Maximum

\* The range of land uses within each category is a guideline to ensure the proper mix of development. These mixes should be flexible and may be modified after administrative review. In no case shall any use be reduced more than 20% of the established minimum land area.

**TABLE 12A BAY-WALTON SECTOR PLAN LAND USE CATEGORIES**

**TOWN CENTER**

<b><u>Purpose:</u></b>	To provide for a wide-range of large-scale commercial and service-related uses to serve the Bay-Walton Sector Plan and the surrounding area.
<b><u>Service Area:</u></b>	Bay-Walton Sector Plan.
<b><u>Designation Criteria:</u></b>	Town Centers are strategically placed in the Bay-Walton Sector Plan boundary to provide services in close proximity to housing.
<b><u>Allowable Uses:</u></b>	Commercial, hotel/lodging, restaurants, service uses, residential, water-dependent uses including public marinas, medical, office, public facilities including religious facilities, civic uses and educational facilities, public utilities, medical clinics, recreational activities, sports facilities, parks, playgrounds, and other similar uses.
<b><u>Density:</u></b>	In residential areas, a minimum of 2 dwelling units per acre but no more than 15 dwellings units per acre.
<b><u>Intensity:</u></b>	A minimum of 35% Floor Area Ratio (FAR) but no more than 200% FAR No more than 60% impervious surface area (ISA).
<b><u>Development Standards:</u></b>	Commercial uses must be located along a collector or arterial roadway, unless part of the overall development of the neighborhood. Ensure that adequate design standards are implemented or buffering is provided between compatible residential and non-residential uses and to ensure proper development standards are applied.

**Mixed Use Standards\***

<b>Land Use</b>	<b>Minimum Land Area</b>	<b>Maximum Land Area</b>
Residential	15%	50%
Support, Retail, Hotel and Services	40%	70%
Regional Office	0%	30%
Light Industrial	0%	20%
Overall Office and Industrial	0%	30%
Open and Civic Space	15%	No Maximum

\* The range of land uses within each category is a guideline to ensure the proper mix of development. These mixes should be flexible and may be modified after administrative review. In no case shall any use be reduced more than 20% of the established minimum land area.

**TABLE 12A                      BAY-WALTON SECTOR PLAN LAND USE CATEGORIES**

**VILLAGE CENTER**

**Purpose:** To provide for mixed-use development pattern composed of neighborhood-scale commercial development within walkable distance to surrounding neighborhoods with public spaces in the form of parks, town squares and community and recreational facilities incorporated into the design of the plan.

**Service Area:** Bay-Walton Sector Plan.

**Designation Criteria:** Village Center provides the residential housing to serve the Bay-Walton Sector Plan and the neighborhood commercial required for daily living. Village Centers may be located either in the center surrounded by neighborhoods or at the edge and connected to adjacent neighborhoods through bike lanes, sidewalks or multi-use paths. Commercial uses shall be located at the intersections of major roads and highways which will create activity centers at nodes where traffic access can be carefully controlled and centered to serve residential areas.

**Allowable Uses:** Residential, neighborhood-scale commercial, public parks, recreational facilities, community centers, playgrounds, public utilities and facilities including religious institutions and educational facilities, lodging. Water dependent uses intended primarily for the immediate community.

**Density:** A minimum of 2 dwelling units per acre but no more than 15 dwelling units per acre.

**Intensity:** No more than 40% impervious area for residential uses, and 60% for commercial/mixed uses. A minimum of 20% Floor Area Ratio (FAR) but not more than 100% FAR. For mixed use buildings, the residential area shall not count against the FAR calculations.

**Development Standards:** Development must be at a scale that serves the surrounding neighborhoods without drawing from a regional market. Human and vehicular connectivity must be incorporated into each center. Development shall be in the form of residential communities or mixed use centers. Development within residential communities and mixed use centers shall be in conjunction with the planned unit development review. No individual project approval may be initiated until a planned unit development review has been approved by the Board of County Commissioners.

**Residential Development Standards:** Each residential community shall include a mix of dwelling unit types, lot sizes, and densities and must contain a focal point in the form of a mixed use center. The mixed use center must include places for living, work, shopping, and civic use, providing services in close proximity to its residents. Commercial development shall be limited to locations in the mixed use center. Higher density development should be located proximate to the village and neighborhood center. Residential communities shall be designed to include a distinct edge such as a conservation area or wildlife corridor. Width of the community edge should be a minimum of 100 feet for each community or another distance may be proposed for each DSAP based on generally accepted planning and ecological principles, including adjacent density, topography, soils conditions and water table. All land within conservation areas may be counted toward the overall density. Every attempt should be made to connect community edges to form a continuous corridor for bike and walking trails. Design standards for

neighborhoods shall be established at the time of DSAP. Each neighborhood shall contain a central civic space comprised of approximately 3-5 acres of usable space. If desired and appropriate, elementary schools may be collocated with the neighborhood park. Each residential community shall be designed with local and collector streets, pedestrian and bicycle paths that contribute to a system of fully connected and interesting routes from individual neighborhoods to the mixed use center and to other villages. Street design should encourage pedestrian and bicycle use by being spatially defined by buildings, trees, and lighting and by discouraging high speed traffic. Local streets shall be considered to be both public ways and neighborhood amenities. They should have continuous sidewalks, bikeways, street trees, and other amenities that favor the pedestrian. Individual residences should provide entries, gates, porches and other inviting features that face local streets to help in creating a sense of community and improve safety. All development within residential communities shall be served by central water and wastewater systems.

**Mixed Use  
Development  
Standards:**

Mixed use centers within Village Center should function as a focal point of the surrounding neighborhoods. The mixed use centers should encourage a mixture of compatible commercial, residential, office, personal and household service, institutional and civic uses designed to meet the needs of the adjoining neighborhoods, in a compact setting. The mixed use centers should be located on a collector road serving the village or at the junction of an arterial and collector road. Mixed use centers shall be designed to accommodate linkage with transit service. Transit stops must be located so that they are easily accessible to commercial uses. Mixed use centers may not be consolidated into a larger commercial complex within a DSAP serving more than one village. Where appropriate, elementary schools should be located adjacent to other institutional and quasi-public uses (libraries, YMCA, fire stations, child care facilities and parks) to take advantage of opportunities to enhance adult education, before and after school child care and enhanced security. Housing is encouraged within the mixed use center surrounding the core commercial area and is permissible over commercial uses. Appropriate housing types include: apartments/condominiums, elderly housing, residential over commercial, townhomes, duplexes, bungalows, small-lot single family, and standard single family lots. Buildings should be placed to form active street fronts and connect pedestrian spaces. Parking should be on-street, rear or courtyard style. The dominance of parking should be reduced by breaking large lots into smaller blocks of parking, locating employee parking in more remote areas, and maximizing on-street parking. Pedestrian and/or auto connections shall be provided at mid-block locations to increase the permeability of the village and encourage walking for some daily trips. Land use boundaries and density changes in mixed use centers should occur at mid-block locations whenever possible, rather than along streets so that buildings facing each other are compatible and transitions between uses are gradual. A mixed use center shall include a centrally located park or plaza with public amenities such as civic buildings, benches, monuments, kiosks, and public art.

**Mixed Use Standards\***

Land Use	Minimum Land Area	Maximum Land Area
Residential	50%	70%
Support, Retail, Hotel and Services	15%	30%
Office	0%	20%
Open and Civic Space	15%	No Maximum

\* The range of land uses within each category is a guideline to ensure the proper mix of development. These mixes should be flexible and may be modified after administrative review. In no case shall any use be reduced more than 20% of the established minimum land area.

**DSAP Review:** At the time of DSAP review, the Village Center land use district shall be further detailed to reflect a planning framework consisting of a hierarchy of compactness, density, and connectivity. The specific composition and design of each Village Center may be different, based on the unique characteristics of each community and specific site conditions.

A compact central core or mixed use center shall be identified for each Village Center. The central core or mixed use center shall consist of residential, neighborhood scale commercial, recreational, and community uses that meet the daily functional needs of the residents. Around the central core or mixed use center will be a series of residential neighborhoods. The surrounding neighborhoods will be compact, clustered and surrounded by distinct edges that may consist of open space, conservation areas, or wildlife corridors. The actual layout of streets and lots will vary based on the scale of each neighborhood and specific site conditions. While the primary recreation facility will be in the central core or mixed use center of each Village Center, other outdoor places and parks will be distributed throughout the neighborhoods for the convenient use of nearby residents. These parks and outdoor places could be used for gathering and events, passive recreation and other community uses, as well as organizing neighborhoods. At the time of DSAP review, each Village Center shall identify the appropriate hierarchy of residential density with the central core or mixed use center consisting of the highest density and transitioning to lower densities away from the central core or mixed use center. It is also at the time of DSAP review, that the approach to coordinate the timing of the commercial and residential development of each Village Center will be identified to make sure there is sufficient commercial development to serve the residential uses.

A circulation network that is based on the principles of connectivity, hierarchy, and safety for motorized vehicles, pedestrians, and bicyclists shall be identified for each Village Center. The central core or mixed use center of each Village Center will be connected to the surrounding neighborhoods and other Village Centers by a network of streets, bicycle lanes, sidewalks, multi-use trails, or open space corridors. The network of multi-use trails will generally knit neighborhoods together and provide links to regional open spaces.

In cases where a portion of a Village Center land use is immediately adjacent to a Town Center land use, the Town Center land use may function as the central core or mixed use center for that portion of the Village Center land use.

A graphic illustration of the Village Center planning framework that will be further detailed in each DSAP is depicted below. The graphic illustration is provided for illustrative purposes only and is not intended to be interpreted literally.

12 The Bay-Walton Sector Plan Element



**TABLE 12A BAY-WALTON SECTOR PLAN LAND USE CATEGORIES**

**LOW-IMPACT RESIDENTIAL**

<b><u>Purpose:</u></b>	To provide areas for low-density residential use as areas for a functional mix of compatible full-time seasonal and resort land uses where the targeted clientele includes temporary visitors and tourists.
<b><u>Service Area:</u></b>	Bay-Walton Sector Plan.
<b><u>Designation Criteria:</u></b>	Areas suitable for lower density residential within the Bay-Walton Sector Plan.
<b><u>Allowable Uses:</u></b>	Single family residential units, lodging, support recreational and common-use facilities, water dependent uses used only for the immediate community, nature preserves, public utilities and facilities, and other similar uses.
<b><u>Density:</u></b>	No more than one dwelling per 3 acres.
<b><u>Intensity:</u></b>	No more than 30% impervious area. No more than 30% Floor Area Ratio.
<b><u>Development Standards:</u></b>	<p>The preservation of large tree and vegetation masses shall be encouraged. For those lands located within the West Bay Ecosystem Management Area, those development policies pertaining to development shall apply. Low-Impact Residential should contain a focal point. This focal point should include a civic space in the form of a central park or square and will allow ancillary commercial uses associated with the recreational and community use facilities. Low-Impact Residential shall permit the development of conservation-based developments where residential development may be clustered on small lots as an incentive for preserving the majority of land for conservation use. All land within conservation areas may be counted toward the overall density of a village or transferred to other residential areas within the DSAP. Development of Low-Impact Residential will be permitted on individual wells. Development within Low-Impact Residential must include appropriate conservation techniques. These techniques may include but are not limited to the following categories:</p> <ul style="list-style-type: none"> <li>A. Use of green building materials</li> <li>B. Site layout techniques to reduce energy consumption, limit impervious surfaces, or preserve natural systems</li> <li>C. Water conservation</li> <li>D. Solid Waste Disposal</li> <li>E. Xeriscaping</li> <li>F. Use of Native Vegetation</li> <li>G. Other techniques</li> </ul>

**TABLE 12A                      BAY-WALTON SECTOR PLAN LAND USE CATEGORIES**

**AGRICULTURE/TIMBERLAND**

<b><u>Purpose:</u></b>	To provide areas for the continuation of traditional agriculture and timber uses and activities.
<b><u>Service Area:</u></b>	Bay-Walton Sector Plan.
<b><u>Designation Criteria:</u></b>	Areas used primarily for agricultural activities such as farms, ranches, feed lots, crop services, sod farms, public utilities, and other similar uses, and adjacent undeveloped or vacant lands that could be used for agriculture or silviculture activities.
<b><u>Allowable Uses:</u></b>	Agriculture and related uses, logging, timber production activities, recreation, conservation, preservation, public/institutional, very low density residential, borrow pits, communications towers, public utilities, and other similar uses.
<b><u>Density:</u></b>	No more than one dwelling unit per 20 acres.
<b><u>Intensity:</u></b>	No more than 10% impervious area. No more than 4% Floor Area Ratio.
<b><u>Development Standards:</u></b>	Agricultural activities must be conducted in strict compliance with state promulgated "best management practices" All timber management on Conservation Units must comply with the Principles for Forest and Wildlife Management of Conservation Units within the West Bay Ecosystem Management Agreement and Regional General Permits.

**WEST BAY PRESERVATION AREA**

<b><u>Purpose:</u></b>	To provide areas for the protection, restoration and enhancement of West Bay. Conservation and preservation purposes and mitigation efforts will take place in these areas.
<b><u>Service Area:</u></b>	Bay-Walton Sector Plan.
<b><u>Designation Criteria:</u></b>	Generally those lands south of SR 388 between Crooked Creek to the west and CR 2300 to the east; the Breakfast Point Peninsula, areas adjacent to Burnt Mill Creek, Crooked Creek and their tributaries, area immediately adjacent to Pine Log State Forest, and the western rim of West Bay.
<b><u>Allowable Uses:</u></b>	Managed mitigation areas, natural resource management, greenways and trails, hunting and fishing activities, passive recreational activities, and essential public utilities excluding wastewater treatment plants and power plants, and other similar uses. Essential public utility easements may be located in these areas.
<b><u>Density:</u></b>	No residential development is permitted.
<b><u>Intensity:</u></b>	No more than 1% impervious surface.
<b><u>Development Standards:</u></b>	No development other than recreational related uses shall be allowed that will significantly degrade the environmental quality of the area.

**TABLE 12A**

**BAY-WALTON SECTOR PLAN LAND USE CATEGORIES**

**LONG-TERM CONSERVATION AREA**

<b><u>Purpose:</u></b>	To provide areas for the protection, restoration and enhancement of environmental resources within the Bay-Walton Sector Plan. Conservation and preservation purposes and mitigation efforts will take place in these areas.
<b><u>Service Area:</u></b>	Bay-Walton Sector Plan.
<b><u>Designation Criteria:</u></b>	Conservation and Preservation Areas as identified on Map 12.1 for the long-term protection of environmental resources such as wildlife and their habitat and high quality wetlands and other natural resources.
<b><u>Allowable Uses:</u></b>	Managed mitigation areas, natural resource management, greenways and trails, hunting and fishing activities, passive recreational activities and associated structures and facilities, essential public utilities excluding wastewater treatment plants and power plants, and other similar uses. Essential public utility easements may be located in these areas.
<b><u>Density:</u></b>	Not applicable.
<b><u>Intensity:</u></b>	No intensity standard but limited to permitted uses which are for preservation or passive recreation uses.
<b><u>Development Standards:</u></b>	No development other than recreational related uses shall be allowed that will significantly degrade the environmental quality of the area.

**RECREATION/OPEN SPACE**

<b><u>Purpose:</u></b>	To provide areas for active and passive recreation to serve the needs of the Bay-Walton Sector Plan and the larger community.
<b><u>Service Area:</u></b>	Bay-Walton Sector Plan.
<b><u>Designation Criteria:</u></b>	Areas identified as suitable for active or passive recreation uses.
<b><u>Allowable Uses:</u></b>	Greenways and trails, hunting and fishing activities, passive recreational activities, and active recreational activities such as ball fields, golf courses and playgrounds and associated structures and facilities. Essential public utilities are also permitted excluding wastewater treatment plants and power plants, and other similar large-scale uses.
<b><u>Density:</u></b>	Not applicable.
<b><u>Intensity:</u></b>	No more than 30% impervious surface area.
<b><u>Development Standards:</u></b>	Maximum building height of 50 feet. No development other than recreational related uses shall be allowed.

(Table amended. Ord. No. 15-18, 05/05/15.)

**TABLE 12B - POSSIBLE BAY-WALTON SECTOR PLAN  
ADEQUATE PUBLIC FACILITIES REQUIREMENTS**

0% Age Restricted			
Possible BWSP Adequate Public Facilities Requirements			
Type	No. of Facilities	Acres/Facility	Total Acres
Elementary Schools	19	20	385
Middle School	6	50	320
High School	6	60	385
Public Safety Sites	13	5	64
Parks	13	100	1,282
Library/Civic	13	1	13

40% Age Restricted			
Possible BWSP Adequate Public Facilities Requirements			
Type	No. of Facilities	Acres/Facility	Total Acres
Elementary Schools	8	20	154
Middle School	4	50	192
High School	4	60	231
Public Safety Sites	13	5	64
Parks	13	100	1,282
Library/Civic	13	1	13

60% Age Restricted			
Possible BWSP Adequate Public Facilities Requirements			
Type	No. of Facilities	Acres/Facility	Total Acres
Elementary Schools	5	20	103
Middle School	3	50	128
High School	3	60	154
Public Safety Sites	13	5	64
Parks	13	100	1,282
Library/Civic	13	1	13

Notes:

1. Public parks may be deeded to Bay County or a private entity for operation and maintenance.
2. The Library Type may include other civic uses.
3. It is at the DSAP phase that a more detailed analysis will be completed to identify and mitigate for public facilities needs.
4. The public facilities identified in these tables will be implemented incrementally with the approval of each DSAP.
5. The location of these facilities will be proposed by the Developer/Land Owner and mutually agreed upon with Bay County.

(Tabled added. Ord. No. 15-18, 05/05/15.)